


APPLICATION NUMBER:	LW/07/0516	ITEM NUMBER:	3
APPLICANTS NAME(S):	Mr & Mrs D Cornwell	PARISH / WARD:	Barcombe / Barcombe & Hamsey
PROPOSAL:	Planning Application for Change of use of existing cattle barns to stabling of livery horses with associated all weather ménage		
SITE ADDRESS:	Mill Farm, Barcombe Mills, Hayes Lane, Barcombe, East Sussex, BN8 5BT		
GRID REF:	TQ 4315		



1. SITE DESCRIPTION / PROPOSAL

1.1 Planning permission is sought for a change of use of existing agricultural buildings to stabling and livery of horses; and creation of associated ménage at Mill Farm, Barcombe Mills. Mill Farm is located outside of the Barcombe Planning Boundary and to the north east of Barcombe Mill Road. The site covers approximately 3000 square metres and consists of a range of traditional agricultural buildings and other structures. There are neighbouring properties located to the south and south east of the site, while to the north, east and west is open farmland. To the west of the site is a footpath and to the east a restricted byway.

1.2 There are two main Atcost farm buildings at the south of the site fronting the access lane. The first is approximately 12 metres wide by 7.4 metres high; and the second is approximately 10 metres wide by 6 metres high, both with pitched roofs. Both have an approximate depth of 31 metres. A third L-shaped building to the north of the farm is largely obscured by other two buildings. There is a single B1 unit to the east of the site but this is not part of the application.

1.3 The site has until recently been used for rearing of young dairy stock and out wintering head of stock. These activities ceased on 26th June 2007. The proposed facility allowed for 80 cows to out winter at the site. Due to problems with the farming industry the applicants have decided to diversify the farm. The livery business would allow for the stabling of 21 horses and provide a 30 metre by 40 metre ménage. The ménage would be located to the north west of the farm and demarcated by post and rail fencing. The front two farm buildings would be converted into stables and feed storage, with the building to the rear of the site split into an admin office, tack room, loafing box and hay barn. To the west of the site, and to the south of the ménage would be 14 parking spaces for owners and other visitors. Both a full and part time livery service would be offered.

2. RELEVANT POLICIES

LDLP: – ST03 – Design, Form and Setting of Development

LDLP: – ST11 – Landscaping of Development

LDLP: – ST12 – Landscaping of Development

LDLP: – ST13 – Noise and Development

LDLP: – E09 – Re-use of Rural Buildings

LDLP: – CT01 – Planning Boundary and Countryside Policy

LDLP: – CT03 – Landscape Conservation and Enhancement

LDLP: – RE04 – New Recreational and Leisure Development

LDLP: – RE08 – Equestrian and Related Activities

3. PLANNING HISTORY

LW/03/0932 - Change of use and conversion of former farm building to four small business units - **Approved**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

Environmental Health – No objections.

ESCC Rights Of Way Officer – No objections.

ESCC Highways – I would not wish to restrict grant of consent subject to the observations below:-

The planning case officer has requested that accident data is checked in the vicinity of the site and in the last 3 years it can be confirmed that no recorded RTAs have occurred in the vicinity of the site and access (250m in each direction on C677).

The proposal is for a livery operation, a proportion which would be DIY or part-time DIY livery. It can be demonstrated that DIY livery can generate higher levels of traffic as owners would visit at least twice per day. The traffic which could be generated by this non-agricultural business use is therefore likely to represent an increase in traffic.

The access with Hayes Lane has width to allow for 2 way traffic flow, the majority which would be cars, though it is considered that kerb radii could be increased to safely accommodate vehicles carrying trailers/horseboxes. The lane serves Hayes Farm and around 10 dwellings which in itself does not generate high traffic levels and this type of lane does not exhibit high speeds. It is considered that the low speeds and low traffic levels would not be a detriment to the manoeuvre required from the site access across the junction to the Barcombe Mills junction provided that a 6m kerb radii is installed to accommodate the additional traffic.

The access onto Barcombe Mills Road has sufficient width and visibility and is considered suitable.

On this basis, the applicant should confirm whether the kerb radii can be achieved as it is unclear from the submitted plan the extent of the blue outline.

If the radii are achievable the attached conditions should be included with any consent.

Main Town Or Parish Council – No comments received.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

5.1 Four letters of objection received from three different addresses. Objections raised regarding: Increase in traffic and use of the access lane; increased traffic will lead to increased road safety issues; increased traffic

levels will lead to nuisances and disruption of local residents in a peaceful quiet rural location; the livery will lead to increased parking in the lane to the detriment of local residents; the area surrounding the site is prone to a high number of traffic accidents which will be exacerbated by increased traffic levels to the livery; the lane is of an inadequate size and quality for increased traffic use; the area is prone to flooding and with the increased traffic will lead to people breaking down in the road floods; there are two bridle paths locally which are very popular, the increased number of horses would lead to accidents; to reach the nearest toll ride a rider would have to pass through two accident black spots; current activities at the site are largely restricted to weekdays, the proposed livery would lead to a large increase in activities at the weekend; there will be an increased level of manure and waste issues; neighbours would be continually disturbed by the noise of horses; the development is out of scale with the surrounds and will lead to the gradual erosion of the area; and a number of other non planning related matters.

5.2 One letter of support received from applicant's agent countering the points raised in the letters of objection. The agent has stated that: The horses will be full or assisted livery and will not generate huge amounts of traffic; the traffic will not have to pass complainants houses which are to the west of the site; the site is not in an AONB as stated by objectors; there is no significant planning consideration regarding the potential for cars to break down in flood waters; the manure produced by 80 head of cattle over wintering months is far greater than would be produced by the horses; the manure bunker is sealed; the claims that there will be accidents on local footpaths is unsubstantiated; there is no highway authority information relating to the level of accidents occurring locally as is being suggested; and the application is in accordance with advice set out in PPS7 on farm diversification.

6. PLANNING CONSIDERATIONS

6.1 It is considered that the principal issues to be considered in the determination of this application are: farm diversification need, vehicular movements, highway safety, impact on the surrounding countryside & policy.

6.2 The current farm is no longer productive and the need to diversify is evident. Planning Policy Statement 7, Sustainable Development in Rural Areas, and Lewes District Council Farm Diversification, A Planning Guide for Farmers in the Lewes District, state that the Local Authority should support country based enterprises which contribute to the rural economy and encourage leisure and recreational facilities. Further provisions are made within PPS7 which suggest Local Authorities should facilitate development and land uses which enable those who earn a living from, and help to maintain and manage the countryside. It is considered that the proposal will keep the farm economically active and will provide a good use for buildings that may otherwise become redundant.

6.3 Local Plan Policy RE4 states that permission will be granted for recreational and leisure development in the countryside, providing that the development is essentially outdoor in character; will lead to no adverse impact

on the rural character of the area; and preferably use existing buildings. It is considered that as the proposed development is re-using existing agricultural buildings requires a countryside location and will not impact on the rural landscape it conforms with this policy.

6.4 Policy RES8 refers to small-scale equestrian enterprises. Although this is too large to be considered small-scale, it is still considered that the content of this policy are pertinent. It states that there should be no adverse effect on nearby rights of way or open space; good access to existing bridleways; and development should not give rise to new buildings. There is a derestricted highway adjacent to the site, a ménage to turn the horses out at the site, while surrounding farm land will be used for riding. All buildings are in existence and it is not envisaged that the livery would have any detrimental impact on the footpath to the west of the site.

6.5 Local Plan Policies CT1 & CT3 seek protect the rural landscape by resisting unnecessary development in the countryside. Policy CT3 seeks to protect the rural landscape outside of the AONB. Any development will be judged on the relevant landscape qualities and character of the area, including remoteness and tranquillity. It is considered that although there is likely to be an intensification of activities on site, it will be an acceptable increase in terms of impact on remoteness and tranquillity. It should be further noted that a rural location is required for this activity. There are a number of dwellings in the area and, although a quiet location, it is by no means undeveloped, with this site having been a working farm until very recently.

6.6 Policy CT1 states that development should be contained within planning boundaries but that the re-use or adaptation of rural buildings is acceptable. This is expanded within Policy E9 which supports the re-use of rural buildings for appropriate activities. It is considered that the livery would be an appropriate use that conforms to policy. The buildings are capable of conversion without major reconstruction; there would be no increase in bulk; screening will be conditioned where applicable; and the conversion would not give rise to an unavoidable need for unsightly overhead power or telephone connections.

6.7 Policy ST3 states conversions should respect the amenities of neighbouring properties in terms of noise, privacy, natural daylight, visual amenities and smell. Policy ST13 expands on the first of these considerations to state that development will not be granted for development which results in people, animals or sensitive areas being exposed to unreasonable levels of noise. It is not considered that the keeping of 21 horses will create more noise than 80 head of herd cows. The development is contained within the existing site and will not impact on neighbouring properties' privacy. All buildings are being converted so there will be no loss of natural daylight or detrimental impact on visual amenities. In this regard the development will not alter from the current situation. Finally the manure produced by the horses will be contained within a sealed dungstead, with volumes likely to be lower than the manure produced by 80 cows over winter.

6.8 A number of complainants have raised the issue of highway safety largely due to increased traffic levels and the potential for horses to be ridden on the road. One complainant has contended that there have been three serious accidents at Barcombe Mills Road and the A26 and four accidents on the Barcombe Mills Road. However accident data provided by the Highway Authority state that there have only been six slight accidents in Parish of Barcombe on record, with a supplied map showing none have been within Barcombe Mills. No accident has involved horse riders. They have further confirmed that there have been no major accidents within 250 metres in either direction of the access within the last three years. It is not considered that the change of use to livery yard will lead to increased traffic hazards and road safety.

6.9 It has been acknowledged by the applicant and the Highway Authority that the proposed farm diversification would lead to an increase in traffic to the site. However it is not considered that the increase could be used to sustain a reason for refusal. The site offers both full and part livery and the applicants anticipate that owners are only likely to ride at weekends and holidays and not during the week. Those who do attend during the week will ride at the ménage. The parking is to the west of the site and will be screened by existing hedging. Traffic will not therefore need to circulate through the access lane. There is space for two-way passing traffic and visibility splays are acceptable. The number of large vehicles needing to visit the site is likely to be limited to deliveries. Delivery times will be conditioned. The Highway Authority have not objected to the proposal. A condition limiting times of operation shall be included to prevent excessive disruption at weekends.

6.10 The proposed diversification enterprise will assist the economic viability of the farm, all new development will be contained within the farm area; and traffic levels will not unduly impact on local residents or highway safety. For these reasons the application can be supported.

7. RECOMMENDATION

The application is recommended for approval.

The application is subject to the following conditions:

1. The ménage (sand school) hereby approved shall not be used for the provision of any horse riding lessons and shall only be used by horses for which livery is being provided and are being stabled within the site.

Reason: To limit activities at the site to those solely gaining livery and in order to prevent over development of the site having regard to Policies ST3, ST13, CT3 & RE4 of the Lewes District Local Plan.

2. The use of the ménage (sand school) hereby approved shall be limited to; 08:00 hours to 19:00 hours Monday to Saturday and from 10:00 hours to 16:00 hours on Sundays and at no time on Public or Bank Holidays.

Reason: In the interests of residential amenities and have regard to Policies ST3 & ST13 of the Lewes District Local Plan.

3. No lighting shall be provided in connection with the ménage (sand school), unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the impact of the facility on the wider rural location and having regard to neighbouring amenities in accordance with Policies ST3, CT1 & CT3 of the Lewes District Local Plan.

4. No deliveries shall be taken at or despatched from the site outside the hours of 08:00 hours to 18:00 hours Monday to Friday 08:30 hours 13:00 hours on Saturday nor at any time on Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenities and have regard to Policies ST3 & ST13 of the Lewes District Local Plan.

5. Construction work shall be restricted to the hours of 0800 to 1800 Monday to Fridays and 0830 to 1300 on Saturdays and works shall not be carried out at any time on Sundays or Bank/Statutory Holidays.

Reason: In the interest of residential amenities of the neighbours having regard to [Policy ST3](#) of the Lewes District Local Plan.

6. Before the development hereby approved is commenced on site, details/samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that consent.

Reason: To ensure a satisfactory development in keeping with the locality having regard to [Policy ST3](#) of the Lewes District Local Plan.

7. No development shall take place until full details of both hard and soft landscape works with regards to the new car park and ménage (sand school) have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: To enhance the general appearance of the development having regard to Policies ST3, ST11 & ST12 of the Lewes District Local Plan.

8. The development hereby approved shall not be brought into use until the attached Highway Authority Technical requirements have been carried out, unless otherwise agreed by the Local Planning Authority.

Reason: In the interests of local highway conditions having regard to [Policy ST3](#) of the Lewes District Local Plan.

This decision is based on the following submitted plans/documents:

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
Other	23 April 2007	
Design & Access Statement	23 April 2007	
Location Plan	23 April 2007	1/2500
Sections	23 April 2007	2634/04
Proposed Elevations	23 April 2007	2634/04
Proposed Elevations	23 April 2007	2634/03
Block Plans	23 April 2007	2634/01
Proposed Floor Plans	23 April 2007	2634/02

Summary of reasons for decision and any relevant development plan policies/proposal:

It is considered that the proposal meets the aims and objectives of Local Plan Policy and respects the character of the location, complying with Policies ST3, ST11, ST12, ST13, E9, CT1, CT3, RES4 & RES8 of the Lewes District Local Plan and the provisions of Planning Policy Statement 7.